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396CLASSIFICATION ~~CONFIDENTIAL~~ SECRET/CONTROL/US OFFICIALS ONLYCOUNTRY Soviet Zone of Germany

REPORT NO. (Gen. [REDACTED])

TOPIC Major Soviet Supply Installations

25X1A

EVALUATION 25X1XPLACE OBTAINED [REDACTED]

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DATE OF CONTENT Until March 1950DATE OBTAINED [REDACTED]DATE PREPARED 26 April 1950REFERENCES [REDACTED]PAGES 2

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REMARKS [REDACTED]

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1. The following is information on Soviet Supply depots:

a. Ammunition depots: (Class V)

Altenhain)	
Hohenleipisch)	
Jueterbog-Altes Lager)	See Annex 1
Toepechin)	
Wulkow)	

b. Fuel depots: (Class III)

Berlin-Adlershof)	
Dresden-Alberthafen)	
Muenchenbernsdorf)	See Annex 2
Rostock-Marienshe)	
Velten)	

The importance of the hydrogenation plants (Boehlen, Leuna, Luetzkendorf, Schwarzheide-Ruhland and Zeitz-Troeglit) as fuel-producing plants with considerable storage facilities and as main fuel suppliers should be noted.

c. Ration supply depots: (Class I)

Dresden)	
Erfurt-Marbach)	
Frankfurt-Oder)	See Annex 3
Magdeburg)	
Satzkorn)	

d. General supply depots (quartermaster, clothing, equipment and general supplies): (Classes II and IV)

(1) Berlin-Oberschoeneweide (motor vehicles))

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Bernau (clothing))	
Fuerstenwalde (artillery, tanks))	
Jessen (weapons, artillery))	
Kirchmoeser (tanks))	See Annex 4
Lichtenberg (medical supplies))	
Markersdorf (motor vehicles))	
Saarow-Hieskow (signal equipment))	
Strausberg (weapons, artillery))	
Murzen (motor vehicles))	

(2) Regarding chemical supplies, the former Mokrehna ammunition depot can be mentioned only with reservations. The entire stock of captured chemical warfare agents and equipment was concentrated in this depot but was systematically, and possibly completely, shipped to the Soviet Union. There are no definite indications that the depot is still used for storage of chemical supplies.

(3) There are no definite indications, that any large depots stock only engineer supplies. The depots of Rehagen-Klausdorf (former German railroad engineer depot), and of Ketschendorf-Berkenbrueck (N 53/V 33) may be noted in this respect. Credible information regarding the former depot indicates that the installation was dismantled and the stocks shipped to the Soviet Union. This leaves the question of the present use of the depot in doubt. There may be a large engineer park in the area of Ketschendorf-Berkenbrueck, but information available is so contradictory that it precludes any definite conclusions. The two depots were therefore omitted from the report.

2. Reliable information on stocks in the individual installations is not yet available.

4 Annexes: (Typed lists)

1. Ammunition depots
2. Fuel depots
3. Ration Supply Depots
4. General Supply Depots

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Annex 1

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Ammunition Depots (Class V)

(in alphabetical order)

1. Altenhain (N 52/E 41)

a. In the former German ammunition depot, east of Altenhain, on the road to Trebsen.

b. Altenhain ammunition depot, often referred to as Amelshain depot.

c. [REDACTED] for ammunition

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[REDACTED] for artillery pieces and artillery equipment

d. Eighth Gds Army

e. Lt Col Levin (November 1948)

Lt Col Chernov (April 1949)

Maj Bogumasov (July 1949)

f. Troops in Saxony and Thuringia, component units of the Eighth Gds Army; outgoing shipments, probably the remaining stocks of German ammunition, to the Soviet Union.

g. In the woods (Altenhain forest) north of Altenhain. About 30 surface storage buildings and 120 to 250 subterranean ammunition storages; railroad spur to Altenhain railroad station (on the Beucha (N 52/K 39) - Trebsen (N 52/K 38) branch line).

Sketch attached to previous report (1).

h. Storage of all types of Soviet ammunition; all stocks of former German ammunition were presumably shipped out. Filling of ammunition. About 350 German workers; allegedly 40 Soviet officers and 500 men. High wire fences; guard towers; guard shelters every 250 meters; illuminated at night; 150-man guard company from Leipzig (N 52/E 21) alternating monthly; depot divided into an outer and an inner zone; very strict security measures.

Battery of four 88-mm AA guns emplaced at the Kolm Berg (Mt.) SE of Altenhain (December 1949).

2. Hohenleipisch (N 52/A 03)

a. In the former German Air Force ammunition depot in the woods north of Hohenleipisch, west of the Elsterwerda (N 52/A 03) - Dobrilugk (N 52/A 05) railroad line.

b. Hohenleipisch ammunition depot.

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c. [REDACTED] the 103rd Ordnance School located in the depot.

d. Group of Occupation Forces Germany (GOFG).

e. Col Barush (May 1948).

Vasili Vybernov, rank unknown, commanded the guard detail until May 1948.

f. GOFG rear services.

8th Gds Wecz Div.

AF units, rail shipments to Jueterbog-Altes Lager (N 52/E 69).

g. In the woods, about 20 surface storage buildings and 30 subterranean storage sites, additional buildings constructed by January 1948. Railroad station: Hohenleipisch (on the Elsterwerda-Dobrilugk line), probably spur track to the depot.

Sketch attached to previous report (2).

h. Storage of all types of Soviet ammunition, including aircraft bombs and explosives. Presumably filling of shells.

One hundred and fifty German workers, 20 Soviet officers and 600 soldiers (May 1948).
Soviet guard unit of 200 soldiers.

3. Jueterbog-Altes Lager (N 52/E 69):

a. In the former German ammunition depot NW of the Altes Lager Camp, north of the Jueterbog-Treuenbrietzen (N 53/Z 50) highway.

b. Jueterbog ammunition depot, Altes Lager.

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d. GOFG.

e. Unknown.

f. Incoming shipments of ammunition from the Soviet Union by rail via Frankfurt/Oder (O 53/V 63), Kuestrin (O 53/V 66), Rostock (M 55/O 81) (to Rostock by sea).

Outgoing shipments of ammunition (German ?) to the Soviet Union via Insterburg, Kuestrin and Frankfurt/Oder.

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Outgoing rail shipments of ammunition to various places in the Soviet Zone of Germany (Altenhain, Berlin-Lichtenberg, Berlin-Adlershof, Potsdam). Presumably on-the-spot issue to units stationed in the Berlin area; details are unknown.

g. There is a railroad spur to the Jueterbog-Treuenbrietzen line and a railroad net in the depot area.

h. Storage of all types of Soviet ammunition and of former German ammunition; probably filling work.

About 300 German workers; wooden fence reinforced with barbed-wire; heavily guarded by sentries and patrols of Soviet soldiers or Volkspolizei personnel.

4. Toepchin (N 53/Z 91):

a. In the former German ammunition depot, SW of Toepchin, on the Toepchin-Wuensdorf (N 53/Z 91) highway.

b. Toepchin ammunition depot.

25X1B c. [REDACTED]

d. Third Gds Mecz Army; probably GCFG.

e. Maj Tserborin, Maj Vosenski, Capt Yanikov (June 1949).

f. Component units of the Third Gds Mecz Army; outgoing rail shipments to numerous places in the Soviet Zone of Germany (Wulkow - N 53/Z 49 -, Wuensdorf, Neustrelitz - N 54/U 54 -, Dahlenwalde - N 54/U 61 -, Altengrabow - M 53/Z 00) -, Praffendorf - M 52/D 85 -, Jueterbog, Finow - N 53/V 08 -, Hohenleipisch, Koederau, Rathenow - N 53/Z 15 -) and to the Soviet Union via Frankfurt/Oder and Brest.

g. Sketch attached to previous report (3).

About 70 ammunition storehouses and sheds, 4 semi-underground containers for flame-thrower oil. Railroad spur to Toepchin railroad station (on the Mittenwalde - N 53/Z 92 - Toepchin branch line).

h. Storage of all types of Soviet ammunition, tread mines and flame-thrower oil. Filling of ammunition. About 1,000 German workers and 100 Soviet troops.

The depot is fenced in and guarded by a Soviet company (element of the 19th Mecz Div). The Toepchin-Zehlendorf (N 53/Z 74) road is blocked to public traffic; thorough check of civilian railroad traffic in this area.

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Annex 1

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5. Mulkow (N 53/Z 49):

a. In the former German ammunition depot in the Altrupp woods, north of Mulkow railroad station (on the Neuruppin - N 53/Z 49 - Loewenberg - N 53/Z 69 - line), south of Tholmann Lake.

b. Mulkow ammunition depot.

25X1B c.

d. Second Gds Mecz Army, possibly COFG.

e. Unknown.

f. Component units of the Second Gds Mecz Army, also outgoing rail shipments to various places in the Soviet Zone of Germany (Altenhain, Stendal (M 53/Y 85), Altengrabow, Justerbog, Roederau, Pfaffendorf-Lamitsch).

g. Sketch attached to previous report (4). About 60 storehouses, some subterranean; narrow-gauge railroad net in the depot area; railroad spur to Mulkow railroad station (on the Neuruppin-Loewenberg line).

h. Storage of all types of Soviet ammunition and stocks of former German ammunition. Probably also filling work. About 200 German workers. Strict security measures and intensive guarding.

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(2) (Mil)

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(3) (Mil) (Annex 8)

(4) (Mil)

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Annex 2

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Fuel Depots (Class III)
(in alphabetical order)

1. Berlin Adlershof (N 53/Z 94):

a. South of Berlin-Adlershof railroad station (on the Berlin-Koenigswusterhausen (N 53/V 02) line), on the northern bank of the Teltow Canal, west of the Alt Glienicke (N 53/Z 94)- Adlershof road.

b. Berlin Adlershof fuel depot.

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d. SCC (Derunapht), possibly also GONG.

e. Unknown.

f. GONG units and headquarters, SCC offices.

Incoming and outgoing shipments by rail.

g. Sketch attached to previous report (1). Volumetric capacity about 15,000 to 20,000 cbm; five large surface fuel tanks, apparently no subterranean installations; a pipe line laid between Schoenefeld (N 53/Z 93) and Alt Glienicke in October 1948 probably belongs to the fuel depot; railroad spur to Adlershorst railroad station (on the Berlin-Koenigswusterhausen line).

A branch fuel depot, called "Oberspree", is said to be located nearby, but no details are known.

h. Storage of gasoline and Diesel oil; usually filled to capacity. German workers under Soviet supervision. Guarded by Volkspolizei.

2. Dresden (N 52/F 19):

a. In the former Shell "Grosstanklager" (large fuel depot), undamaged, near Albert Harbor, between Hamburger Strasse and Albert Canal.

b. Dresden-Alberthafen fuel depot, sometimes referred to as Dresden-Friedrichstadt fuel depot.

25X1B c. [REDACTED], which was probably dropped when the depot was taken over by the Derunapht.

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- d. SCC (Derunapht), possibly also GOFG.
 - e. Unknown.
 - f. GOFG units (especially First Gds Mecz Army), AF units and SCC offices.
 - g. Sketch attached to previous report (2). Fourteen large surface fuel tanks protected by concrete walls, at least six subterranean fuel tanks; barrel storage space; at least 50,000-cbm capacity. Double-track railroad spur to the Dresden-Friedrichstadt railroad station, pipe line with pump gear leading to the Elbe River bank, pumping station for **discharging** tankers at the junction of the canal, about 150 meters downstream.
 - h. Stocks of all types of fuel and lubricating oil; incoming shipments by rail and barge, most of them from Espenhain (N 52/K 29), Schwarzheide-Ruhland (N 52/A 23) and from the Leuna (M 52/D 91) hydrogenation plant.
- heavily guarded by sentries and patrols; many watch-towers.

3. Muenchenbernsdorf (N 51/J 95):

- a. Former "Wifo" depot between Muenchenbernsdorf and Neuensorga (N 51/K 32), along both sides of the Muenchenbernsdorf-Niederpoellnitz (M 51/J 94) railroad line.
- b. Muenchenbernsdorf fuel depot.

25X1B c.

- d. Eighth Gds Army.
- e. Unknown.
- f. Component units of the Eighth Gds Army by tank trucks; outgoing rail shipments to Weimar (M 51/J 57) and Rudolstadt (M 51/J 54).
- g. Sketch attached to previous report (3). At least fifteen subterranean fuel tanks in the northern section (west of the railroad line), three surface fuel tanks in the southern section. Volumetric capacity 10,000 to 11,000 cbm. Railroad spur to Lederhose (M 51/J 95) railroad station (on the Muenchenbernsdorf-Niederpoellnitz branch line). The depot has an electric pump station with a rapid pipe-coupling gear.

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h. Irregular rail shipments coming from Central German hydrogenation plants. A Soviet guard unit of 80 to 100 soldiers with watchdogs was quartered in the northern section of the depot.

4. Rostock-Marienehe (M 55/O 81):

a. In the area of the former Leinkel aircraft plant, NW of Rostock, east of the Rostock-Warnemuende (M 55/O 82) railroad line.

b. Rostock-Marienehe fuel depot.

25X1B c. [REDACTED] as the fuel depot is under SSC administration.

d. SSC (Derunapht) and, possibly, GOFG.

e. Unknown.

f. GOFG units and SCC offices.

g. Sketch attached to previous report (4). Depot was moved from Zarrentin (M 54/T 15), near Luebeck (M 54/S 98), to Rostock-Marienehe in the Spring of 1949. The reconstruction of the fuel depot was virtually completed in late 1949; enlargement is scheduled for completion by the end of 1950. Present volumetric capacity 10,000 to 15,000 cbm. Surface and subterranean fuel tanks with some additional underground tanks still under construction.

Railroad spur to the Rostock-Warnemuende railroad line; track system in the depot area; pipe line to the Warnow River harbor; pump and filling stations for tankers, tank cars and tank trucks.

h. Incoming and outgoing shipments by rail and truck; shipments by tanker have not yet been observed.

5. Velten (N 53/Z 66):

a. In the area of the former Schibeck Company, at the harbor basin on the eastern edge of Velten, SE of the Velten railroad station (on the Berlin-Kremmen (N 53/Z 57) line).

b. Velten fuel depot and fuel distributing point.

25X1B c. [REDACTED] observed in connection with outgoing shipments, presumably dispatched to AF units.

d. GOFG.

e. Lt Col Chairov (January 1950).

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Annex 2

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f. GOFG units and AF units. Daily on-the-spot issue of about 80,000 liters of fuel to nearby army and air force units, especially in Doeberitz (N 53/Z 65) and Schoenewalde (N 53/Z 86). Outgoing ~~rail~~ shipments to numerous places in the Soviet Zone of Germany (Jueterbog, Satzborn (N 53/Z 54), Wildpark, Elsgrund, Kirchmoeser (N 53/Z 12), Rathenow, Potsdam, Werder (N 53/Z 53), Fuerstenwalde (N 53/V 33), Falkensee (N 53/Z 65), Wittenberg (N 52/V 37), Werneuchen (N 53/V 06), Strausberg (N 53/V 15), Bad Saarow (N 53/V 22), Bernau (N 53/Z 96), Brandenburg (N 53/Z 23), Neuruppin (N 53/Z 49)).

g. Large sized depot and distributing point for gasoline, Diesel oil, lubricating oil and grease. Eleven surface and subterranean fuel tanks. Volumetric capacity 10,000 to 15,000 cbm. Filled to capacity in late January 1950.

Railroad spur to the Velten railroad station (on the Berlin-Kremmen line). Tapping points on Hohenzollern Canal, which is connected with the Berlin-Stettin inland waterway.

h. Guarded by a Soviet guard unit of 3 officers and 45 RM; 3 sentries and 1 patrol in daytime, 3 sentries and 2 patrols of 2 men each at night.

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- (1) (M1) [REDACTED] Annex 1) 25X1A
- (2) (M1) [REDACTED] (Annex 2) [REDACTED]
- (3) (M1) [REDACTED] Annex 2) 25X1A
- (4) (M1) [REDACTED] (Annex 2) [REDACTED]

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Annex 3

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Ration Supply Depots (Class I)

(in alphabetical order)

1. Dresden (M 52/F 29):

a. In the former German ration supply depot and in the Union can factory opposite, along both sides of Koenigsbruecker Strasse, east of the Dresden-Klotzsche railroad line. The depot area extends as far south as Paul-Schrader-Strasse.

b. Dresden ration supply depot on Koenigsbruecker Strasse.

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d. First Gds Mecz Army and, possibly, GOFG.

e. Capt Tsvigun was identified as depot commandant in January 1948.

f. Component units of the First Gds Mecz Army and other army and air force units in the Dresden area. Outgoing rail shipments to various places in Saxony.

g. Sketch attached to previous report.* Numerous multiple-story buildings, storehouses and sheds.

h. Large stocks of ration supplies. Stocks of motor vehicles, motor vehicle spare parts and small arms are also stored in the depot area. Presumably a distributing point of the First Gds Mecz Army.

Clothing and billeting equipment also seems to be stored there. Three railroad spurs lead to the Dresden-Klotzsche railroad line.

heavily guarded by sentries and patrols; occupied watchtower is located on the northern edge. A supply unit of 10 officers and 150 soldiers is stationed in the depot.

2. Erfurt-Marbach (M 51/J 27):

a. In the former German ration supply depot at the NW border of Erfurt.

b. Erfurt-Marbach ration supply depot in connection with "Transportgesellschaft Nordhaeuser Strasse" (Nordhaeuser Strasse Shipping Company).

25X1B c.

d. Eighth Gds Army and, possibly, GOFG.

e. Maj Shapirov (March 1950), depot commandant.
2d Lt Yarosmin (February 1950), superintendent of elevators.

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(Gen Proj) [REDACTED]
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f. Component units of the Eighth Gds Army, GOFG units, MGB/LVD units and SCC offices.

The supply service allegedly extends over the Erfurt-Halle (M 52/D 92) - Leipzig (N 52/F 21) area. Outgoing rail shipments to various places in Saxony.

g. Sketch attached to previous report **. Depot is divided into the following three separated establishments:

(1) Silos: NW border of Erfurt, extension of **Blumenstrasse**. Four five-story, 50 to 60-meter-long elevators, one garage with nine doors, one cantonment building housing quarters and kitchen of the guard unit; railroad spur to the Marbach railroad station (on the circuit railroad line west of Erfurt) with tracks to the loading ramps of the elevators.

Two elevators are for grain, two for cereals, potatoes and vegetables. About 24,000 tons of grain and 26,000 tons of other foodstuffs are said to be stored there now.

(2) Cold-storage buildings of the Erfurt slaughterhouse; storage of meat, butter and oil.

(3) Buildings No 26 and 27 on Nordhaeuser Strasse, Erfurt, housing the administration office of the depot, which is referred to as "Transportgesellschaft" (shipping company), but is actually of military nature. Chief: Maj Shapirov. A post exchange is also located in the buildings.

Two sergeants and eight soldiers leave this office for the elevators daily at 4:30 p.m.; two more groups of eight men each go to the slaughterhouse by streetcar at the same time. They presumably reinforce the night guard details.

h. Fifty-eight Germans are employed at the elevators and 65 Germans in the cold-storage building of the slaughterhouse. About 40 Soviet soldier-guard the elevators. Incoming ration supplies arrive in sealed railroad cars, almost always from Frankfurt/Oder.

3. Frankfurt/Oder (O 53/V 63):

a. Near the freight station, presumably on Georg-Richter-Strasse.

b. Ration Supply Depot No. 820 and 17th Supply Regt.

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d. GOFG.

e. Col Nagorni, CO of 17th Supply Regt (June 1949).

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(Gen Proj) [REDACTED]
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f. Outgoing rail shipments to various places in the Soviet Zone of Germany for other ration supply depots or military units, such as those in Satzkorn (N 53/Z 54), Jueterbog (N 52/I 69), and Eberswalde (N 53/V 08). No information regarding on-the-spot issue to troop units.

g. Not enough information on the depot layout to draw a sketch.

The depot is said to be located in the former German Army ration supply depot and to be comprised of 6 large buildings. Probably a railroad spur to the Frankfurt/Oder freight station.

h. Probably a main ration supply depot and distributing point for the entire Soviet Zone of Germany. Incoming rail shipments from the Soviet Union. The 17th Supply Regt is said to be in charge of the entire supply distribution to the Soviet Occupation Forces.

4. Magdeburg (M 53/Y 60):

a. In the buildings of the former Junkers Company, Magdeburg-Neustadt, in Mittagstrasse and in the municipal cold-storage plant.

b. Magdeburg ration supply depot.

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c. [REDACTED]
d. Third Shock Army and, possibly, GOPG.
e. Maj Ietrikezev (?).

f. Component units of the Third Shock Army; outgoing rail shipments, such as 33 boxcars loaded with flour to [REDACTED] in Jueterbog (presumably an AF ground attack regiment) on 6 January 1950.

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g. No sketch available.

Unloading railroad station Magdeburg-Neustadt (on the Magdeburg-Stendal (N 53/Y 85) line). Branch depots with perishable food (butter, lard and meat) presumably in the municipal cold-storage plant.

h. Clothing and billeting equipment are said to be stored in the depot.

5. Satzkorn (N 53/Z 54):

a. In the former German ration supply depot on the Marquardt (N 53/Z 54) - Satzkorn road, east of the Satzkorn railroad station.

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Annex 3

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b. Main Ration Supply Depot No 800, connected with Army Field Bakery No. 59, which is assigned to the Frankfurt/Oder 17th Supply Regt.

25X1B c.

d. GOFG.

e. Maj Miniu and Capt Kalyumov (May 1949).
CO of the field bakery: Lt Col Kirichenko (May 1949).

f. Component units of the Fourth Gds Weez Army, 2d Gds AAA Div, GOFG headquarters, two officers' courses in the Kramnitz (N 53/Z 64) area, AF units, especially in the Nauen area. Outgoing large scale rail shipments to numerous places in the Soviet Zone of Germany (Dresden, Teupitz, Wurzen, Altengrabow, Kaulsdorf, Leipzig-Wahren, Berlin-Friedrichshagen).

g. No sketch available.

Six 80-20-10-meter brick buildings, three seven-story buildings (grain elevators ?) and one cold-storage plant for meat. Railroad spur to the Satzkorn railroad station (on the Seddin-Wildpark-Nauen line).

h. Large ration supply depot (one of the largest in the Soviet Zone of Germany) and distributing point.

Weekly incoming shipments of fresh meat from Berlin and of flour from Muellrose; two or three food trains from Magdeburg, Dresden and Velten per month; regular shipments of barley and buckwheat from the Soviet Union.

Reserve stocks for six months, to be maintained at this level, were allegedly available in June 1949.

daily
The/field bakery output in May 1949 was 15 tons of bread to be delivered to Ration Supply Depot No 800. An unknown number of Germans are employed. A Soviet guard unit of unidentified strength is stationed in the depot.

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* (Mil [redacted] (Annex 5)

** (Mil [redacted] (Annex 1).

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(Gen Proj) [REDACTED]
Annex 4 25X1A

General Supply Depots (Class II & IV)

(in alphabetical order)

1. Bad Saarow-Hieskow (N 53/V 32):

- a. Between Bad Saarow and Hieskow, near the Saarow-Ost railroad station, possibly in the former Flak Kaserne or in the former German Armed Forces settlement; pin-point location unknown.
- b. Bad Saarow-Hieskow signal-supply depot; moved from Rathenow to Bad Saarow-Hieskow between March and May 1949.

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- c. [REDACTED]
 - d. Probably GOFG.
 - e. Unknown.
 - f. No information on on-the-spot issue in the depot; outgoing rail shipments of cables and signal equipment to Dresden, Stahnsdorf, Burgstaedt and other places in the Soviet Zone of Germany, not specified in the reports on Soviet rail shipments.
 - g. No sketch available.
- No details on buildings are known. Probably railroad spur to Bad Saarow-Ost railroad station (on the Beeskow-Fuerstenwalde line).
- h. Probably main signal-supply depot for the Soviet Zone of Germany (in connection with Burgstaedt); simultaneously main repair shop.

2. Berlin-Oberschoeneweide (N 53/Z 94):

- a. In the former Buessing-NAG plant at 1 through 5 Ostendstrasse
- b. Central Repair Shop No. 53, sometimes referred to as "MTO Depot No. 2" (Materialno Tekhnicheskoye Obespetsheniye: technical supply).

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- c. [REDACTED] was also observed in Berlin-Rummelsburg, Koenigswusterhausen and Zeesen (probably branch depots).
 - d. COFG.
 - e. Maj Krublak (January 1949).
- Chief engineer: Maj Kusenko (Gutsenko ?) (March 1949)
- Engineer: Maj Yukhnevich (February 1950).
- Superintendent of German employees: Engineer Hette (January 1949).

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(Gen Tro j) [REDACTED]
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f. Regular outgoing rail shipments of motor vehicles and spare parts to numerous places in the Soviet Zone of Germany (Muellrose, Koenigswusterhausen, Gera, Hagenow, Pfaffendorf, Dresden and other places).

g. No sketch available. Possibly railroad spur to Berlin-Schoeneweide railroad station (on the Berlin-Koenigswusterhausen line). Large establishment of many well-built structures and storage houses.

h. Large depot for motor vehicle spare parts and repair shop for motor blocks and gear, especially US types (Studebaker, Dodge, Ford, Chevrolet).

It can be assumed that the depot includes a collecting and distributing point for motor vehicles which often arrive from the Soviet Union via Frankfurt/Oder.

According to an unconfirmed report (F-3), the June 1949 output is said to have been 100 Studebaker motors, 200 motor and gear spare parts for Dodge vehicles, 150 motor and gear spare parts for Fords, 180 motor and gear spare parts for Chevrolets and many spare parts for motors and gears of other small motor vehicles. Two hundred Soviet soldiers as workers, foremen and guards; 2,500 German specialists and employees.

3. Bernau (N 53/Z 96):

a. In the building and storage houses of the former German Army clothing depots No. I on Weissenseestrasse and No. II on Boernickerstrasse.

b. Main clothing dump of the GOFG.

25X1B c.

d. GOFG.

e. Lt Col Triesler (June 1949).

f. Component units of the Third Shock Army and of the Fourth Gds Mecz Army, GOFG and AF units.

Mostly outgoing rail shipments of clothing and textiles to numerous places in the Soviet Zone of Germany (Burgstaedt, Eberswalde, Fuerstenwalde, Frankfurt/Oder, Bad Brambach and many other places not specified).

g. Sketch attached to previous report (1).

Large installation (two sections) with well-built, multiple-story buildings and spacious storage houses. Railroad spur to the Berlin-Eberswalde railroad line.

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25X1A

3

(Gen Proj [REDACTED]
Annex 4 25X1A

h. Main depot for the entire Soviet Zone of Germany.
Storage, new production and repair.

In depot I: 500 Soviets)
 400 Germans)
) in October 1949.
In depot II: 400 Soviets)
 350 Germans)

Incoming rail shipments from the Soviet Union and the textile center in Saxony (Chemnitz, Leipzig); outgoing rail shipments of clothing and textiles to the Soviet Union via Frankfurt/Oder. Soviet guard unit of 200 soldiers.

4. Fuerstenwalde (N 53/V 33):

a. Three main depots are located in the following separated plants:

- (1) Deutsche Kabelwerke on Traenkeweg, Ketschendorf.
- (2) Former Asuco Werke, Ketschendorf.
- (3) Fuerstenwalde Industriewerke (Pintsch A.G.).

Also several smaller installations, either branch installations of the three main depots **mentioned** or organizational installations.

b. Depot and repair shops for artillery pieces of all types and for tanks, spare parts depot and distributing point for arms, artillery pieces and equipment, presumably including the following:

- (1) Distributing point of arms and equipment (administration for military goods)
- (2) Mobile Arty Repair Shop No. 12 (PAM: Podvishnaya Artilleriskaya Masterskaya).
- (3) Repair shop for tanks and artillery pieces.

25X1B

d. GOFG.

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(Gen Proj) [REDACTED]

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25X1A

e. Presumably Col Bernsteiner, Maj Tseppin and Capt Sharbakov (in July 1949).

f. Mostly outgoing rail shipments of arms, artillery pieces, tanks and equipment to numerous places in the Soviet Zone of Germany (Kummersdorf, Altenhausen, Trebbin, Moegelin, Dannenwalde, Finow, Riesa, Lieberose), to Basa 1 & 2 (Frankfurt/Oder ?) and Basa 3 (Cottbus ?), probably forwarded to the Soviet Union. Additional rail shipments direct to Brest-Litovsk.

g. Sketch attached to previous report (2). Railroad spurs leading to the Fuerstenwalde-Beeskow branch line and the Fuerstenwalde freight station (on the Berlin-Frankfurt/Oder line). Possibly also loading facilities on the navigable Spree River.

h. The following additional installations were identified in this area:

(1) Equipment depot, also referred to as engineer **depot**, between the Ketschendorf railroad station and the autobahn, presumably a former German Armed Forces installation.

(2) Beerenbusch depot west of Berkenbrueck, between the road leading to Fuerstenwalde and the Berlin-Frankfurt/Oder railroad line.

(3) Palmnicken estate, NW of Fuerstenwalde, on the road leading to Trebus (sketch attached to previous report (3)).

5. Jessen (N 52/E 56):

a. In the area of the former **Fuhrmann** Company, at the Jessen railroad station.

b. Jessen ordnance depot, repair shop and distributing point.

25X1B

c. [REDACTED]

d. Third Gds Mecz Army and, possibly, GOFG.

e. Lt Col Anushenko, Capt Zorody (August 1948).

f. Mostly rail shipments to various places in the Soviet Zone of Germany (Falkenberg, Magdeburg, Cottbus, Wittenberg, Dannenwalde).

g. Sketch attached to previous report (4).

Large installation with several permanent buildings.
Entraining station: Jessen railroad station (on the Wittenberg-Falkenberg line).

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(Gen Proj
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h. Large depot stocking artillery pieces of all types, including German ones; repair work; **distribution** of artillery pieces arriving by rail from the Soviet Union. About 300 German employees in October 1949, many of them have been discharged since then. It remains to be seen whether this reduction in personnel will result in deactivation or movement of the installation or whether it is only intended to eliminate German personnel (to prevent sabotage and espionage).

An infantry guard unit of 150 soldiers was stationed in the depot. Depot fenced in and heavily guarded.

A branch depot, chiefly for repair and adjusting of carbines and machine guns, is located in the former German NCO candidate school in Annaburg (6 km SE of Jessen).

6. Kirchmoeser (N 53/Z 12):

a. In the former Reichsbahnausbesserungswerk (German railroad repair plant), on the southern bank of Flauer Lake. Two thirds of the plant area occupied by Soviets, one third by the German engine and railroad car repair shop.

b. 123rd Tank Repair Shop.

25X1B

d. GOFG.

e. Presumably a Col Zhabolin.

f. Mostly outgoing rail shipments of tanks and spare parts to places in the Soviet Zone of Germany (Muellrose, Basa 1 (Frankfurt/Oder ?), Jessen, Kuestrin, Chemnitz, Rudolstadt).

g. No sketch available.

The installation is divided into the following sections:

Forge, mechanical workshop, assembly shop, electric and radio shop and motor shop.

Railroad spur leads to the Berlin-Magdeburg railroad line.

h. Repair and overhaul of tanks and SP guns; large depot for spare parts (probably also distributing point). Tanks are run in and their armament adjusted. About 400 German and 400 Soviet specialists. Guarded by Soviet tank troops.

A branch repair shop seems to be located in Muellrose (O 53/V 52), as there is intensive railroad traffic between both installations.

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7. Lichtenberg (N 53/Z 95):

a. In the former Konsum (cooperative stores) building at 19 through 21 Rittergutstrasse.

b. Lichtenberg medical depot (main medical depot of the GOFG).

25X1B

d. GOFG.

e. Lt Col Omarengov (September 1949).

f. rail
Outgoing/shipments to the entire Soviet Zone of Germany. On-the-spot-issue to army and AF units in the Berlin area, to component units of the Second, Third and Fourth Gds Mecz Armies and to GOFG supply services.

g. No sketch available.

Entraining station: Berlin-Lichterfelde railroad station (on the Berlin-Kuestrin line).

h. Main depot for medical equipment, including X-ray equipment, drugs and dressing material. Repair of medical instruments.

About 150 German employees.

The branch depot in the former German medical depot on the Herzbergstrasse was apparently deactivated.

8. Markersdorf (N 51/K 67):

a. In the area of the former Grosse and Lartung-Companies, east of the Chemnitz-Crossbothen railroad line.

b. Markersdorf spare parts depot and motor park.

25X1B

d. Eighth Gds Army.

e. Maj Beresyuk, Capt Osipov (March 1949).

f. Component units of the Eighth Gds Army.

g. Sketch attached to previous report (5).

Entraining station: Markersdorf railroad station (on the Chemnitz-Crossbothen line).

h. Motor park and spare parts depot, also distributing point. The depot receives the entire supply of motor vehicles and spare parts for the army.

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Guarded by Soviet soldiers stationed in Burgstaedt. Rations, clothing and medical equipment are also stored in the two installations.

9. Strausberg (N 53/V 15):

a. In the former Friedrich aircraft repair plant on Hagemuehlerstrasse, and in the nearby former rolling mill on Elisabethstrasse.

b. Strausberg ordnance depot and repair shop for artillery pieces and small arms.

25X1B

d. Fourth Gds Meez Army and, possibly, GOFG.

e. Col Kazakov, depot commandant

Lt Col Aleksandrov, deputy depot commandant } September 1949.

Capt Veidemann, supply officer

f. Component units of the Fourth Gds Meez Army; also outgoing rail shipments (small arms, mortars and artillery pieces) to several places in the Soviet Zone of Germany (Jueterbog, Doeberitz, Fuerstenwalde, Basa 1 & 2 (Frankfurt/Oder ?) and Basa 3 (Cottbus ?)).

g. Sketch attached to previous report (6).

Numerous permanent buildings and storage houses. Railroad spur with loading ramps to the Strausberg (Vorstaedt) -Strausberg (Landesjugendheim) spur line, which leads to the Berlin-Kuestrin trunk line.

h. An unidentified number of Germans and Soviet soldiers are employed in the depot and its workshops. Wooden fence; two guardhouses.

10. Wurzen (N 52/E 42):

a. Two installations, presumably connected:

(1) In the area of the former Wurzen airfield, pin-point location unknown. Possibly at the former Brandis-Polenz airfield SW of Wurzen.

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25X1A

(2) Former factory installations on Lueptitzer Strasse.

b. Central Repair Shop No. 54.

25X1B

d. GOFG.

e. Maj Zarayev, German manager: Engineer Guenther (late 1948).

f. Army and AF units in the Soviet Zone of Germany. Units identified:
10th Gds Tank Div, 14th Gds Mecz Div, 248th Gds RL Bn.
Numerous outgoing rail shipments.

g. No sketch available.

Entraining station: Wurzen railroad station (on the Leipzig-Riesa line); railroad spur probably available.

h. Repair shop and spare parts depot. Is said to specialize in Studebaker and Ford types.

About 20 officers and 80 Soviet soldiers are stationed in the depot. Eight hundred to 1,000 German specialists and employees. An occupied watchtower in the Lueptitzer Strasse depot.

25X1A

25X1A (1) (Mil) [REDACTED] (Annex 2 & 3)

25X1A (2) (Gen Proj) [REDACTED] (Annex 6)

25X1A (3) (Mil) [REDACTED] (Annex 7)

(4) (Mil) [REDACTED]

25X1A (5) (Mil) [REDACTED] (Annex 5)

25X1A (6) (Mil) [REDACTED]

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